

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY Germany (Russian Zone) DATE DISTR. 30 November 1951
SUBJECT Output of the Russian Zone NO. OF PAGES 1
Railroad Repair Shop
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The following information was transcribed from official records of the Directorate General, Railroads, Berlin:

1. Number of freight cars repaired in 1950 and during the first half of 1951;

a. Scheduled Number of Repairs
In 1950

Damage category G 5	14,500 units
" G 4	24,500 units
" G 2	25,500 units
Total:	64,500 units

b. Scheduled Number of Repairs
In 1951

Damage category G 5	16,000 units
" G 4	25,750 units
" G 2	44,390 units
Total:	86,140 units (2)

Number of Repairs
Actually Performed

17,790 units
15,122 units
26,177 units
59,089 units (1)

Number of Repairs
Actually Performed in
the First Half of 1951

8,235 units
11,797 units
22,293 units
42,325 units

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c. The costs for the repair of freight cars are at present as follows:

Damage category G 5	3,000 eastmarks
" G 4	1,200 eastmarks
" G 2	400 eastmarks

2. Number of passenger cars repaired in 1950 and during the first half of 1951:

a. Scheduled Number of Repairs
in 1950

Damage category P 2	3,894 units
" P 3	710 units
" P 4	440 units
" P 5	416 units

Total: 5,460 units

Number of Repairs
Actually Performed

3,779 units
800 units
468 units
458 units

5,505 units

b. Scheduled Number of Repairs
in 1951

Damage category P 2	1,883 units
" P 3	1,094 units
" P 4	1,132 units
" P 5	1,136 units

Total: 5,225 units

Number of Repairs
Actually Performed in
the First Half of 1951

956 units
484 units
512 units
489 units

2,441 units (4)

3. The number of repairs scheduled for 1951 has risen considerably because of the return in 1951 of 20,000 freight cars seized by the Soviets and the plan to have other damaged cars, which had been deadlined for a long time, repaired. For propaganda reasons, the cars returned by the U.S.S.R. have been assigned to damage category G 2 although the cars returned to date had damages according to which they should be assigned to damage category G 5. (5)

4. By the end of 1952, the rolling stock of the Soviet Zone railroads is to total approximately 117,000 units. (6)

Comments

(1) Railroad repair shops cooperating in the fulfilment of the repair plan include the installations in

Berlin-Warschauerstrasse	Gotha
Berlin-Grunewald	Jena
Berlin-Tempelhof	Eberswalde
Potsdam	Halberstadt
Brandenburg-West	Magdeburg
Cottbus	Wittenberge
Chemnitz	Malchin
Dresden	Blankenburg
Zwickau	

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Categories of repair are G 2 to G 5, G 2 represents minor repairs, and G 5 major repairs.

- (2) According to documentary evidence, 86,142 freight cars are scheduled for repair in 1951.
- (3) According to documentary evidence, a total of 6,340 passenger cars were scheduled to be repaired in 1951.
- (4) Railroad repair shops cooperating in the fulfilment of this plan include the installations in Chemnitz, Gotha, Delitzsch, Leipzig, Halberstadt, Wittenberge and Malchin.
- (5) The return of former German freight cars by the U.S.S.R., which has been under way since June 1951 and is scheduled to be completed by 31 December 1951, was reported previously.
- (6) It was planned to increase the rolling stock of the Soviet Zone railroads to 110,383 cars, inclusive of the 20,000 cars returned by the U.S.S.R., by 31 December 1951. This indicates that it is expected to add a total of almost 7,000 cars to the rolling stock in 1952. It is believed that most of these cars will be obtained by the repair of damaged cars now assigned to the park of damaged cars. As of 31 May 1951, this park of damaged cars included 7,802 freight cars and 1,092 passenger cars.

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